



September 9, 2014

Mr. Glenn Brown
Integral Communities
500 La Gonda Way, Suite 102
Danville, CA 94526

Re: District 1 Lots 2&4 - SD13-0010– August 2014 Resubmittal

Dear Mr. Brown:

Thank you for the opportunity to comment on your application for the District 1 Amendment to Lots 2 and 4 that was resubmitted to the City on August 10, 2014 for the Tentative Subdivision Map and Site Development Permit. The project includes a proposal for development of 108 townhomes on 6.05 acres, and other on-site and off-site improvements.

City staff completed its review of the resubmitted plans to determine the presence of all information required to move forward in the process. **Please note previous comments have not been addressed.** This evaluation shows the information submitted in support of your application is not sufficient for complete analysis of the application. As proposed the project requires an amendment to the General Plan, Transit Area Specific Plan (TASP), and Zoning Map, and additional information is required. The issues identified below need to be addressed in your next submittal. If amendments to the TASP are pursued, then a justification statement identifying amendments to the TASP, and reasoning for such, is required; as well as a fiscal impact analysis to identify financial impacts resulting from reduced amount of housing.

1. Overall, the project as submitted represents a significant reduction in density and does not conform to the TASP in terms of land use and design. The land use for this area is designated as Residential – Retail High Density Mixed-Use with a minimum density of 31 units per acre, and 200 square feet of commercial per unit. Please refer to Figures 3-1 and 3-2 of the TASP which outline the intended land uses and circulation network. The TASP was developed with a specific density for residential uses and specific locations and intensity for commercial space. Any significant deviation from these Figures will require amendment to the TASP. Numerous inconsistencies and deficiencies in the other aspects of the project also exist, and must be addressed prior to staff making a favorable recommendation on the project.

Further, the McCandless/Centerpointe Subdistrict of the TASP is envisioned as a primary retail mixed-use district with apartments and condominiums. The proposed amendment is not consistent with this vision. Please note the conceptual Residential-Retail Illustrative Plan, Figure 4-12 of the TASP, for this area. The project is also inconsistent with the following TASP policies:

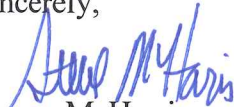
- a. *Land Use Policy 4.69 (McCandless Subdistrict) – Create a mixed-use area with retail, restaurant and personal service uses in the area closest to Great Mall.*
 - b. *Land Use Policy 4.70 – Create a high-density residential neighborhood at the interior of the Subdistrict along McCandless Drive.*
2. The townhome product type, density and design as proposed does not provide the site design or character intended in the TASP. The site planning for the townhome portion of the project lacks design creativity. As proposed, townhomes are lined up in a monotonous fashion that lacks character, depth or design interest. It also creates numerous dead-end drive aisles and an undesirable circulation pattern. The townhome portion of the project as designed does little to create a desirable living and neighborhood environment.
 - a. The project is not consistent with Figure 5-1, which identifies street design and character for the TASP. The street character is intended to be a retail mixed-use street.
 - b. The project open space is also not consistent with TASP Figure 3-6, Public Parks Spaces and Trails. The proposed park area of 0.43 acres is half what is required per the TASP, Figure 3-6, which identifies a 0.86 urban style plaza in this area.
3. As identified with previous submittals, the project needs to adhere to adopted TASP standards. City staff cannot thoroughly evaluate the proposal when fundamental land use and zoning inconsistencies exist. These inconsistencies affect numerous site development standards and other supporting documents and elements of the submittal. For example, the Storm Water Control Plan or proposed utilities cannot be reviewed when the site plan for the project is inconsistent with the TASP.
4. The trash enclosure location on Lot 2 is not acceptable, nor would future designs that add prominence to trash enclosures and other utilities or operational appurtenances. As designed, it is the visual focal point of the main entry from McCandless Drive; it blocks the view into the common open space area; and, does not provide an acceptable edge for the common open space. It appears that the pick-up must be directly head-in for the truck. Please relocate the trash areas to somewhere out of view from the public street.
5. Another major visual impact is the very long Lot 4 driveways (B & D) lined with garage doors with no landscaping shown on the drawings. The unit facades along the full length of these driveways appear to be three-stories in height. The visual quality of these driveways will be the environment experienced by both residents and visitors using the interior guest parking. The facades have variety to add some visual interest, but more attention to these facades would be desirable.
6. The long rows of guest parking areas would benefit from some landscaped finger islands. Please provide landscape islands with large canopy shade tree in all parking areas. Further the landscape plans do not correlate to the stormwater or civil engineer plans. The landscape plans falsely indicate trees in various locations due to stormwater basins, utilities, or other design modification that would be needed.

Architectural and Site Design Comments

Please refer to the attached exhibits.

Overall, the plans and proposed project do not meet the land use, intensity and design intent of the TASP. Please revise plans accordingly or provide additional information that identifies an intent to move forward with amendments to the appropriate documents. If you have any questions regarding these comments, please contact me at 408.586.3278. Thank you.

Sincerely,



Steven McHarris

Planning & Neighborhood Service Director

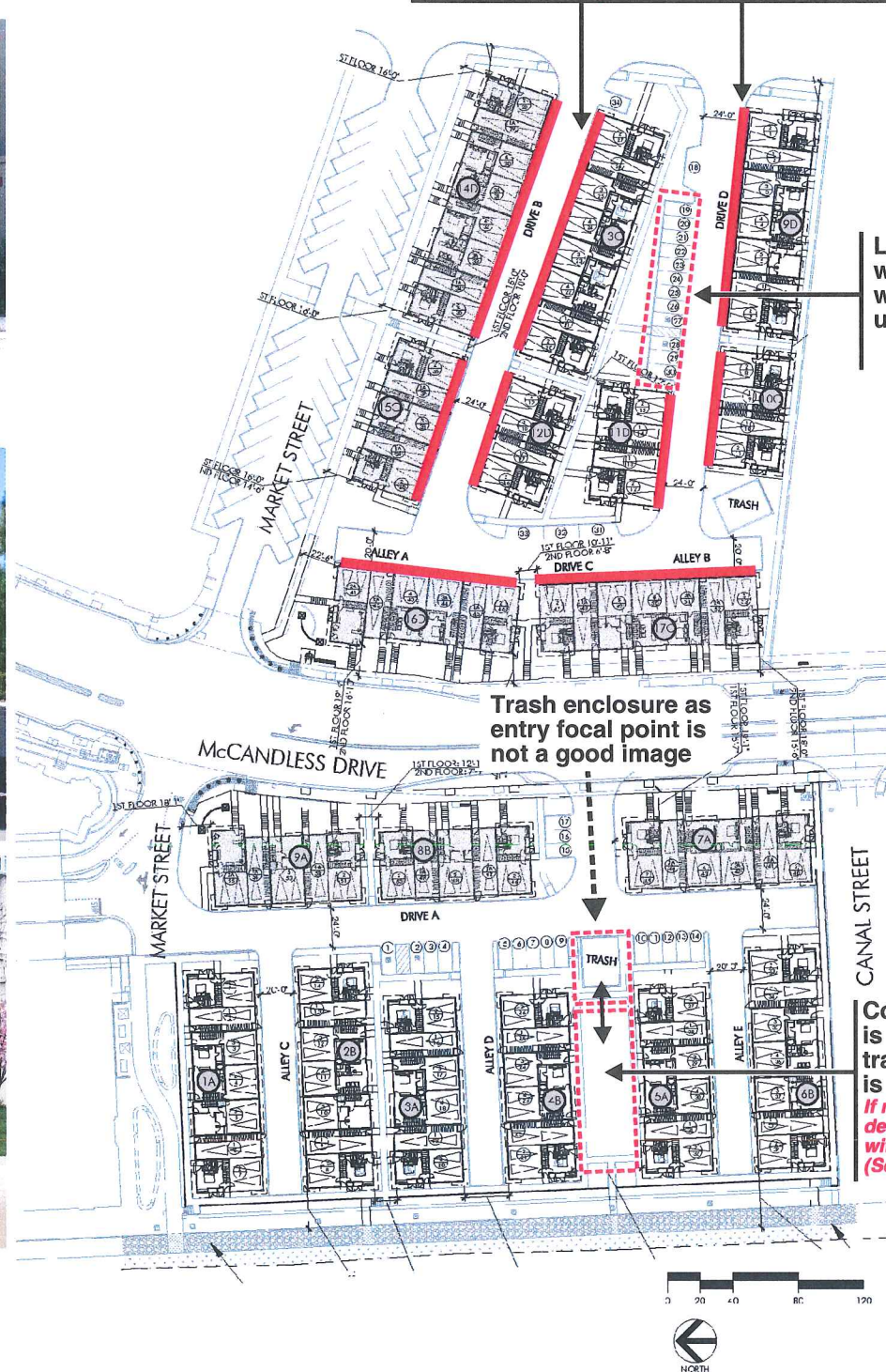
CC: Tom Williams, City Manager
Jeff Moneda, Public Works Director



Auto Alley Landscape Examples



Long rows of garages on auto drives are likely to be visually unpleasant without landscaping to soften appearance.
Guests are also subjected to this streetscape



Long row of guest parking would be better for streetscape with landscaped islands to break up the line of parked cars

Trash enclosure as entry focal point is not a good image

Common open space is much improved but trash enclosure location is most unfortunate.
If no other location is possible, design and screen enclosure with high quality landscaping (See some examples to the left)



Front elevations have good variety and balance of vertical and horizontal elements
Rear elevations have more variety than Centre Pointe Lots B & C but still needs landscaping to break up the long rows of garages

Review Comments DISTRICT 1 LOTS 2 & 4

CANNON DESIGN GROUP
August 5, 2014



Providing some visual screening of the garages from the pedestrian path would seem desirable (Openings for bike access could be provided)

Review Comments 2
DISTRICT 1 LOTS 2 & 4

CANNON DESIGN GROUP
August 5, 2014